

# LYNN



## TRANSIT ACTION PLAN

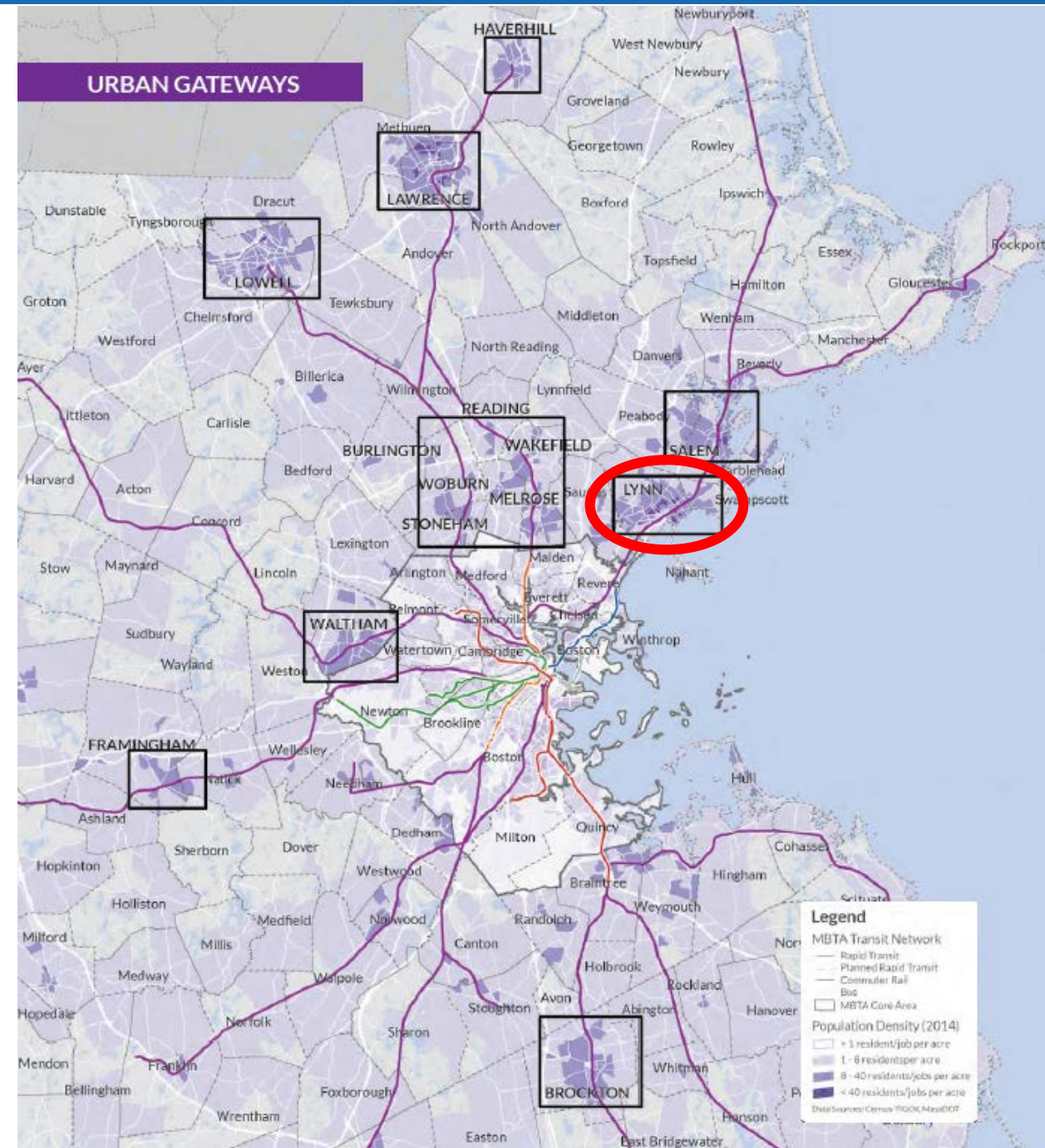
Open House  
February 11, 2020

# Presentation Topics

- Overview of the Transit Action Plan
- Stakeholder Outreach and Existing Conditions
- Potential Improvement Strategies
- Next Steps

# Context for Lynn Transit Action Plan

Focus40, the MBTA's investment plan highlighting the needs of Greater Boston between now and 2040, identifies Lynn as a **“Priority Place”** within the existing transit network that **would benefit from and can support higher quality service.**

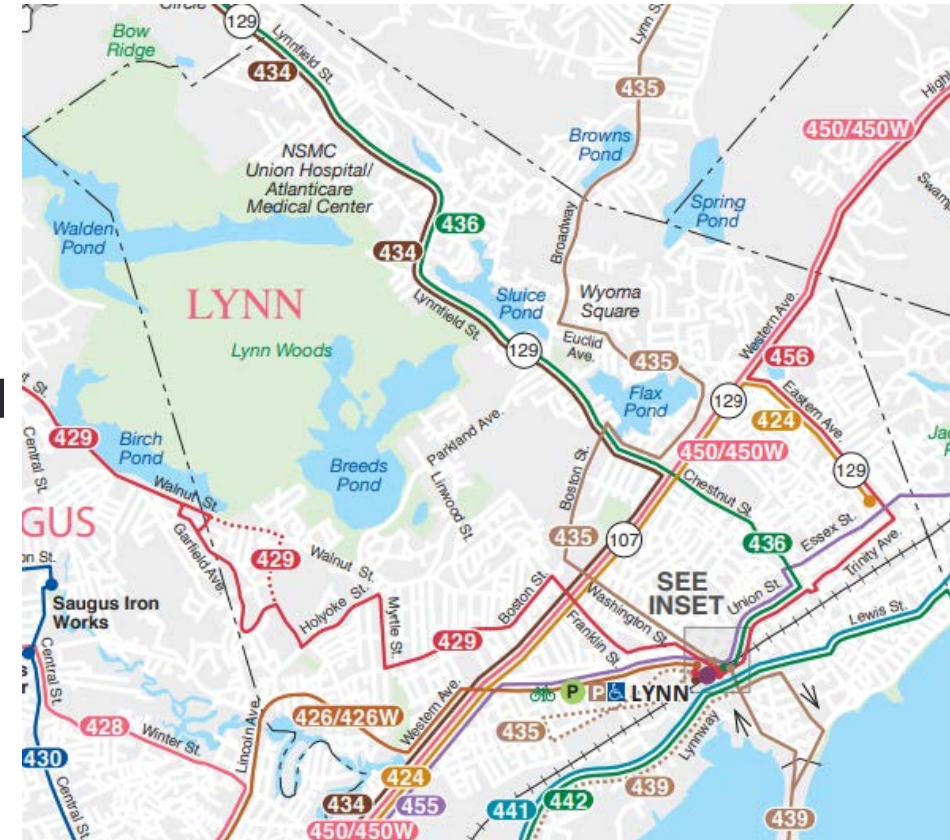




# Purpose of the Lynn Transit Action Plan

## Launched in 2019 to:

- Holistically assess transit demand and needs in Lynn across four modes – bus, commuter rail, ferry, and rapid transit
- Identify strategies to make transit services in and around Lynn **faster, more reliable, and better matched to where people need to go** – including employment hubs and resources in Lynn, Boston, and across the North Shore
- Consider how transit improvements can **leverage** Lynn's location near Boston to better position the City to fully participate in the region's economic growth



# Goals and Objectives

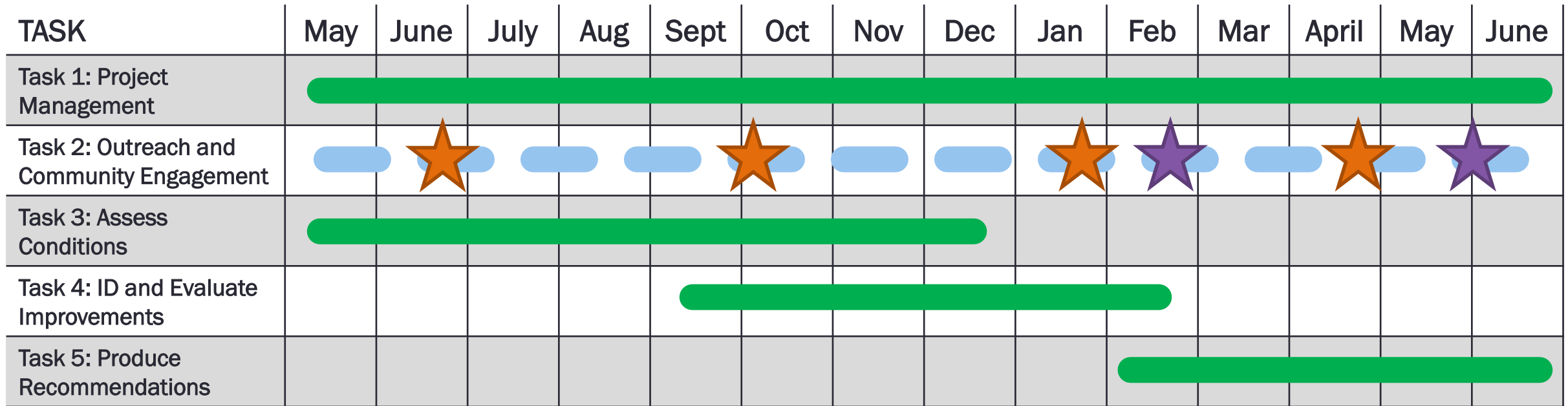
Pursue changes and improvements to the transit system that support the 3E's:

**Equity:** Pursue mobility improvements that ensure all users, including **disadvantaged populations**, have high-quality transit that provides access to the resources they need.

**Economic Development:** Pursue mobility improvements that support **the local economy** while improving access to **regional nodes**

**Environment:** Pursue improvements that promote **sustainable transportation choices** and the advancement of **resiliency and GHG reductions**.

# Project Schedule



A thorough evaluation of costs, ridership potential, and operational feasibility, as well as conversation with key Lynn stakeholders, will inform the ultimate recommendations.

- Advisory Committee meeting
- Public meeting

# Stakeholder Briefings

- Three Advisory Committee Meetings
- Lynn Schools Superintendent and Transportation Director
- City of Lynn Department of Public Health
- City of Lynn Department of Public Works
- City of Lynn Housing Authority
- Mass Senior Action Council
- New Lynn Coalition
- North Shore Latino Business Association
- Lynn YMCA
- MBTA Bus Operators at Lynn Garage
- City of Revere Economic Development Director

## What we heard?

- Interest in **shorter-term actions**
- Concern about **traffic congestion**
- **Access** to hospital, airport, malls, schools
- Older adults who depend on **The RIDE**
- Lack of **knowledge/information** about current MBTA services
- Bus onboard payment, double parking **contribute to delay**
- Concern about **parking availability**

# Public Input Survey

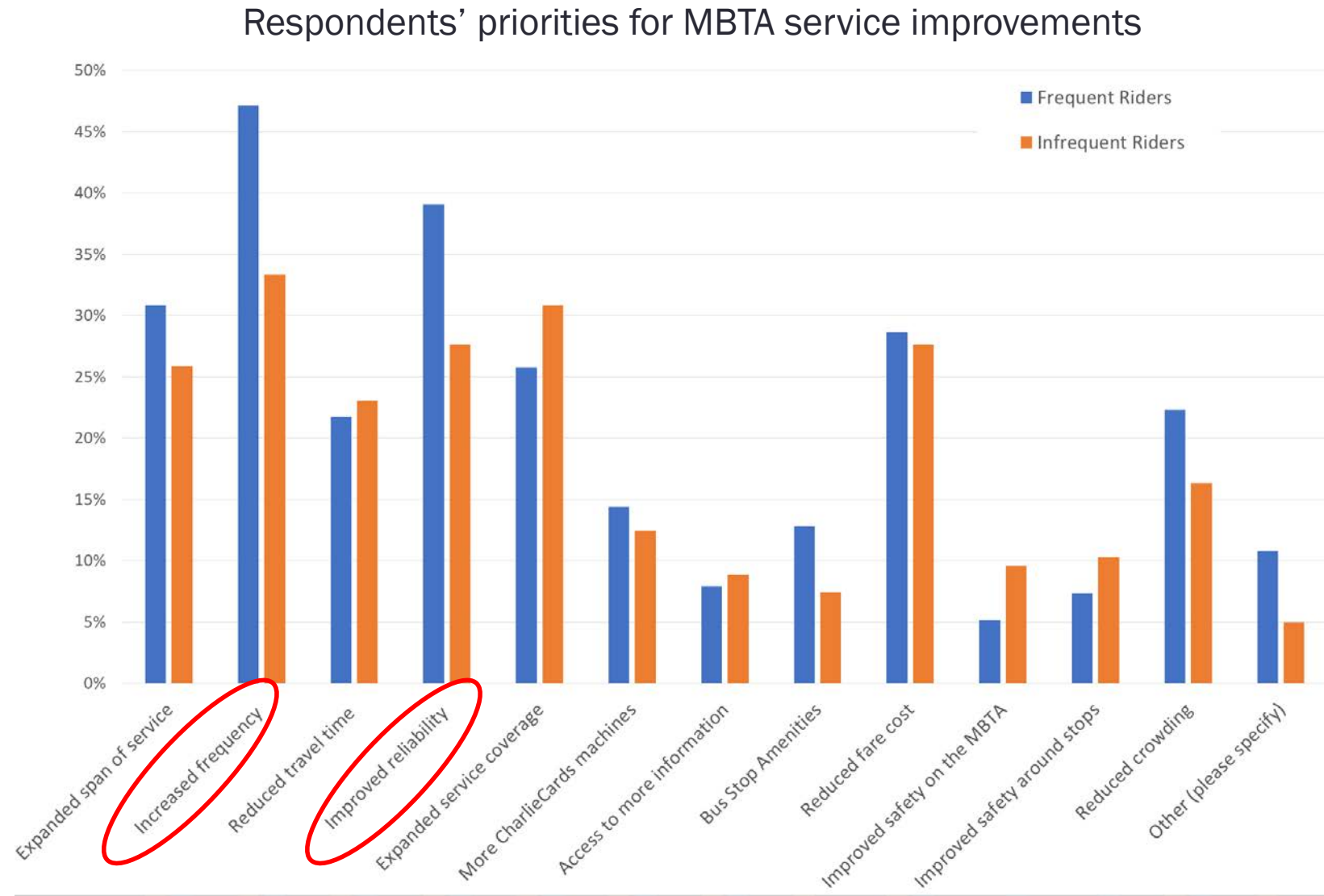
- Survey open from September to November 2019
  - **1,081 total responses**
  - 93% of responses in English
  - 6% in Spanish
  - 1% in Haitian Creole, Portuguese and Russian
- Questions asked about
  - Frequency of transit use and specific types and routes
  - Destinations accessed by transit
  - Preferences around mode choice and priorities for improvements
  - Demographic information (optional)





# What We Heard: Frequent and Non-Frequent Riders

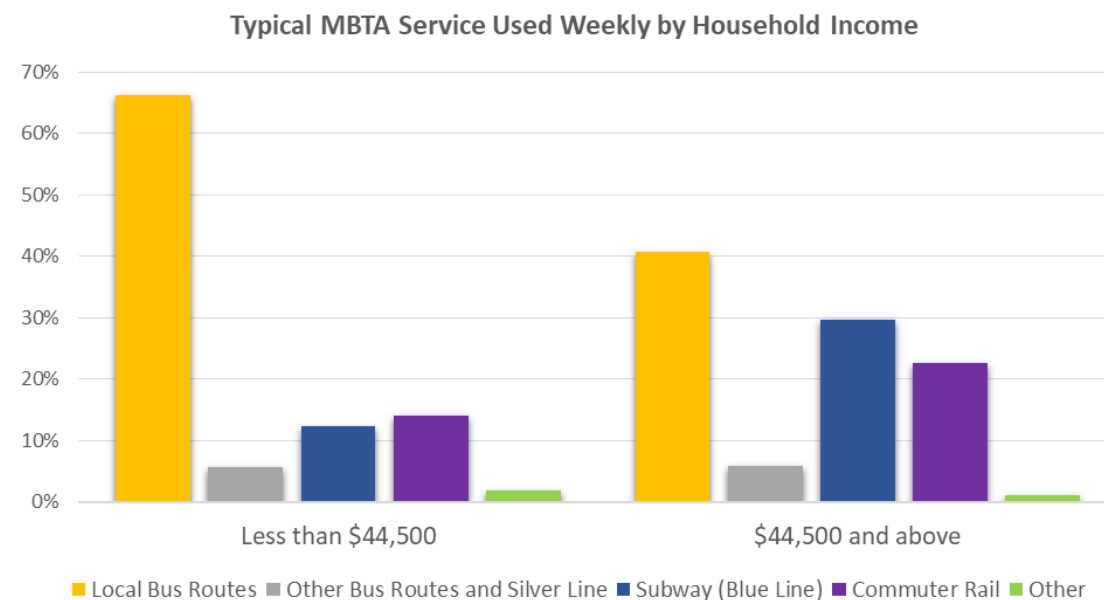
- 50% of frequent riders use the MBTA as their primary mode of transportation
- Top reasons frequent riders use the MBTA were preference for not driving, lack of access to a car, and cost of parking



# What We Heard:

## Low Income and Non-Low Income Respondents

- Lower income households reported **using transit, and specifically local buses, at higher rates than higher income households**
- **Fare cost** was the top reason among **lower income households** for not using the MBTA more often
- **Preference for driving** was the top reason among **higher income households** for not using the MBTA more often

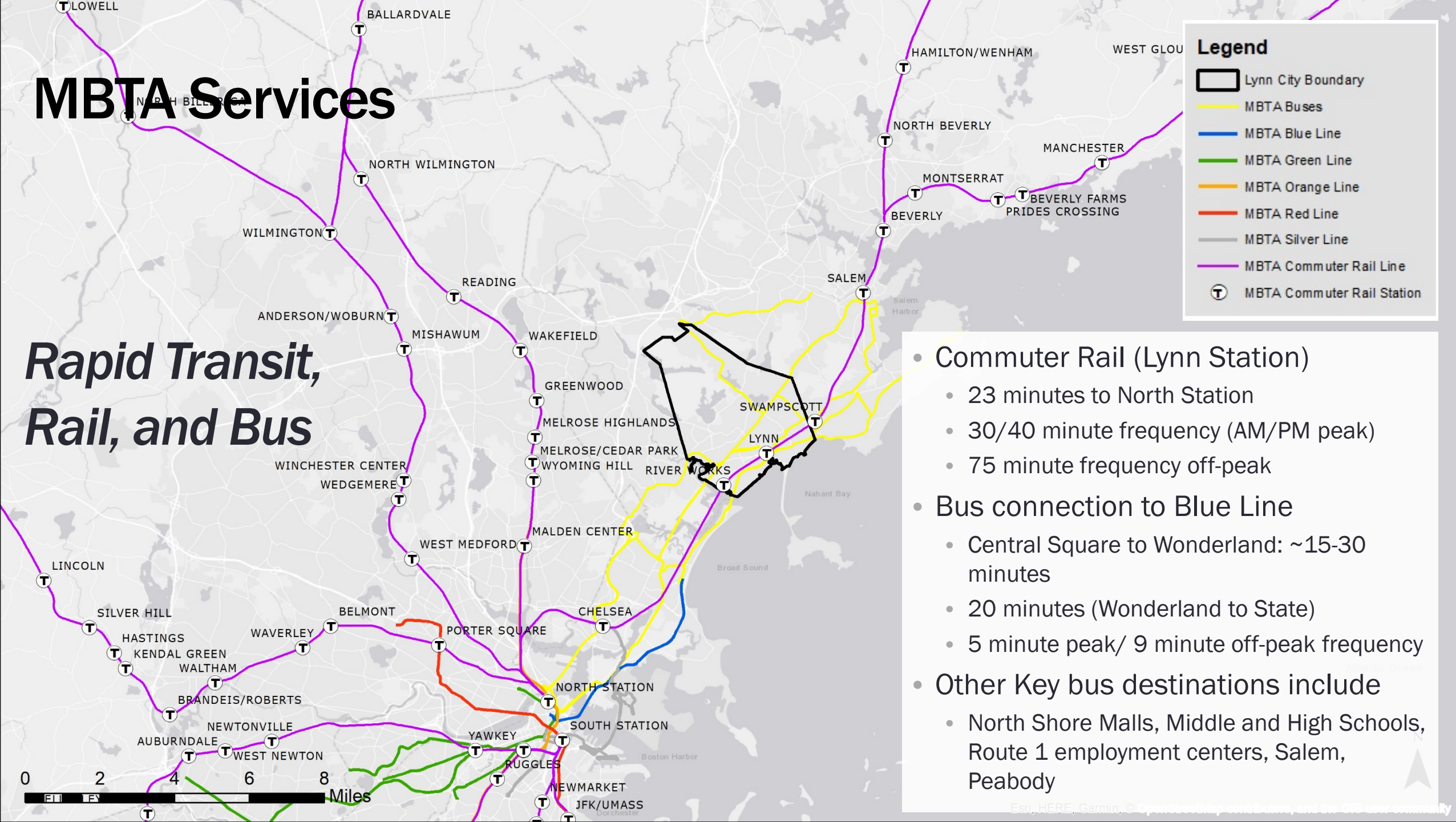


# EXISTING CONDITIONS



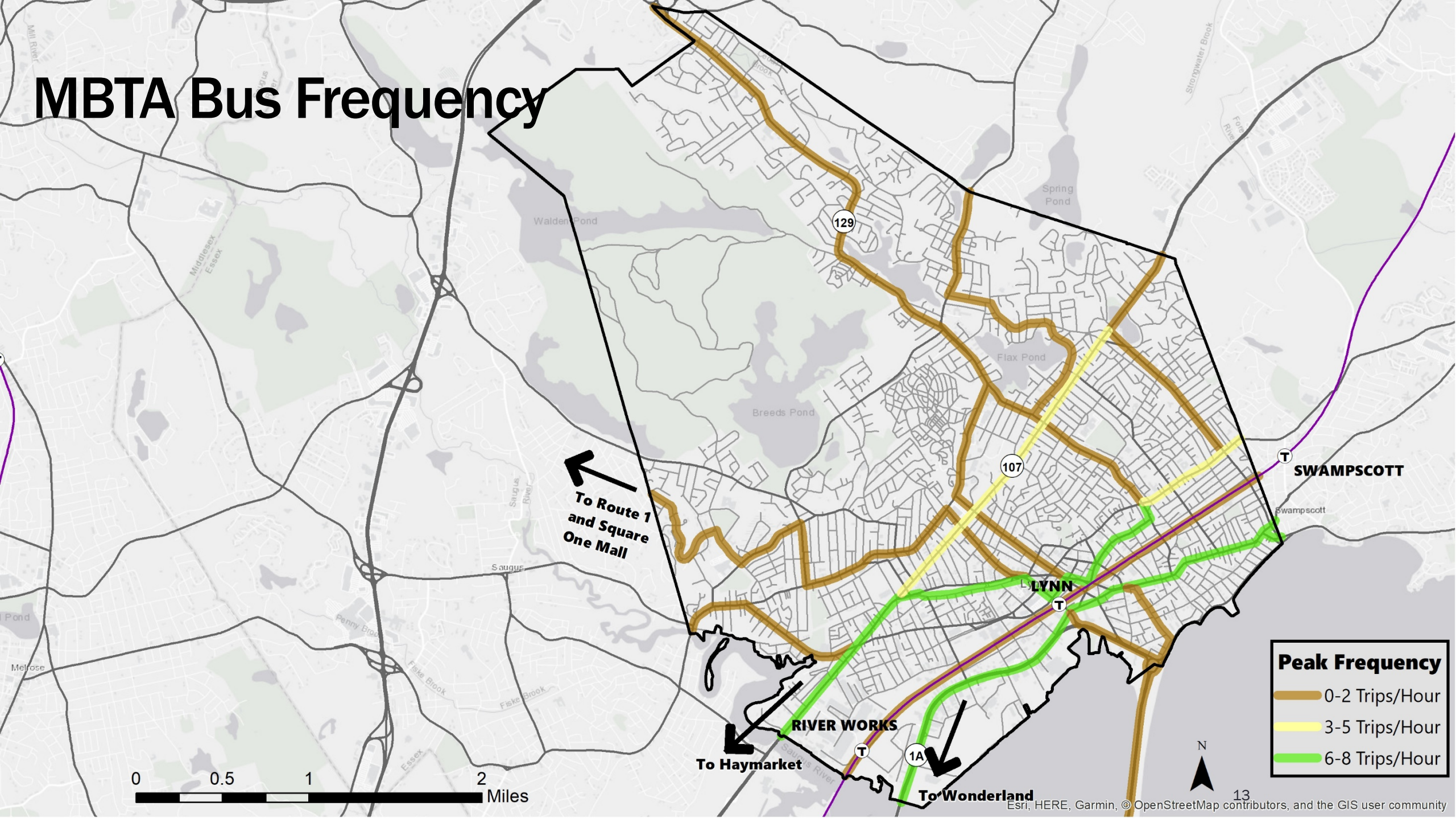
# MBTA Services

## *Rapid Transit, Rail, and Bus*





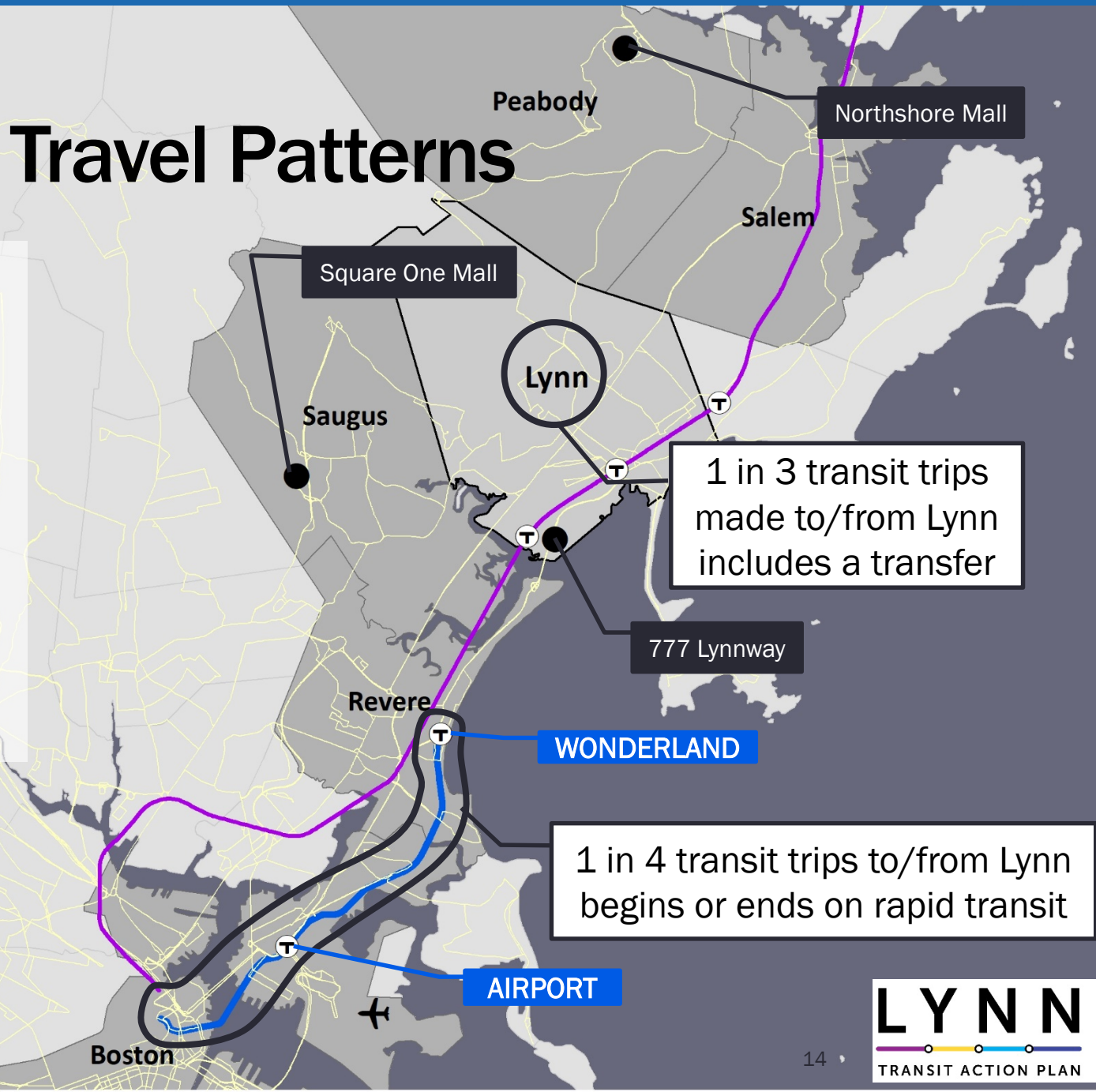
# MBTA Bus Frequency





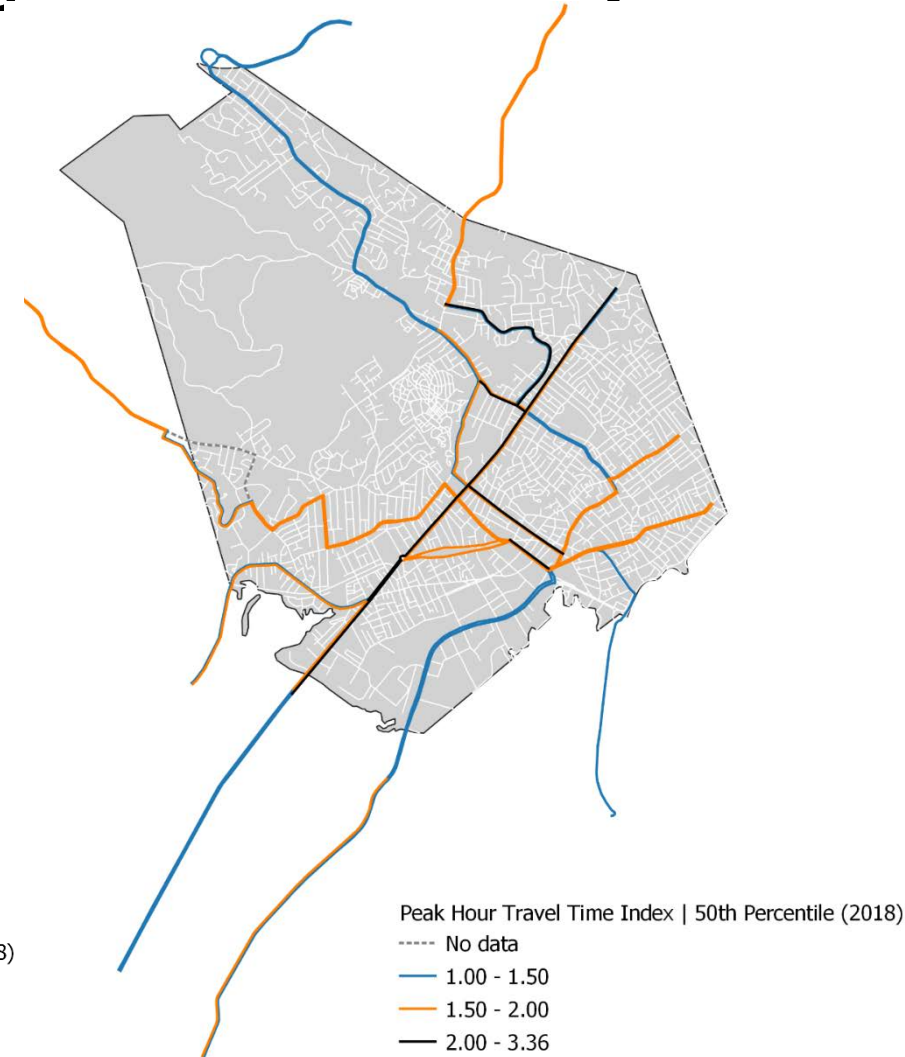
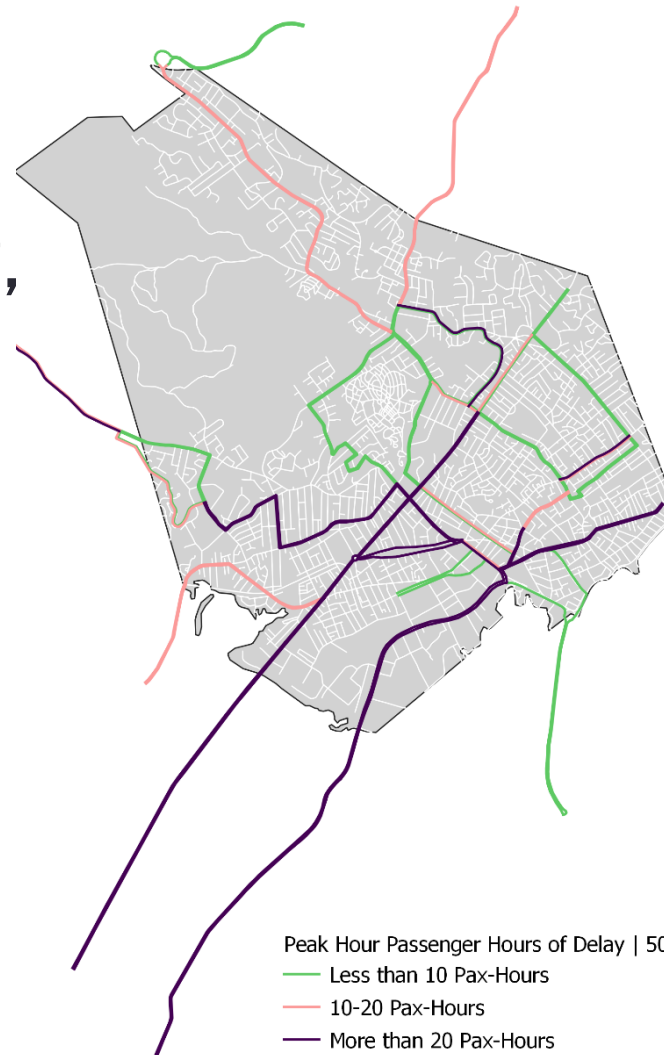
# Existing Bus + Subway Travel Patterns

- Travel patterns identified in MBTA origin-destination pattern dataset
  - Nearly a third of trips starting in Lynn end in Lynn
  - Intra-Lynn trips highest during the midday and morning periods, especially during the early afternoon (1-4pm)
  - Airport Blue Line stop popular in the evening periods, as well as on the weekend
  - Shopping centers rank highly on weekends and evenings



# Existing Bus Conditions – Bus Delay and Ridership

- Corridors with high passenger-hours of delay include **Route 107, Route 1A, Common St, Market St, Broad St, Boston St**
- Corridors with the highest peak hour travel time index include **Route 107, Market St, Washington St**



# Existing Commuter Rail Conditions

- Commuter Rail Usage

- Existing frequency at Lynn is every **30-40 minutes during peak** and every 30-80 minutes during off-peak periods.
- Lynn averages approximately **600 Commuter Rail riders per day**, with about 2/3 of trips to/from Boston or Chelsea.
- Peak hour Newburyport/Rockport Trains **frequently operate at or above capacity**
- Lynn Commuter Rail Parking Garage has considerable available capacity

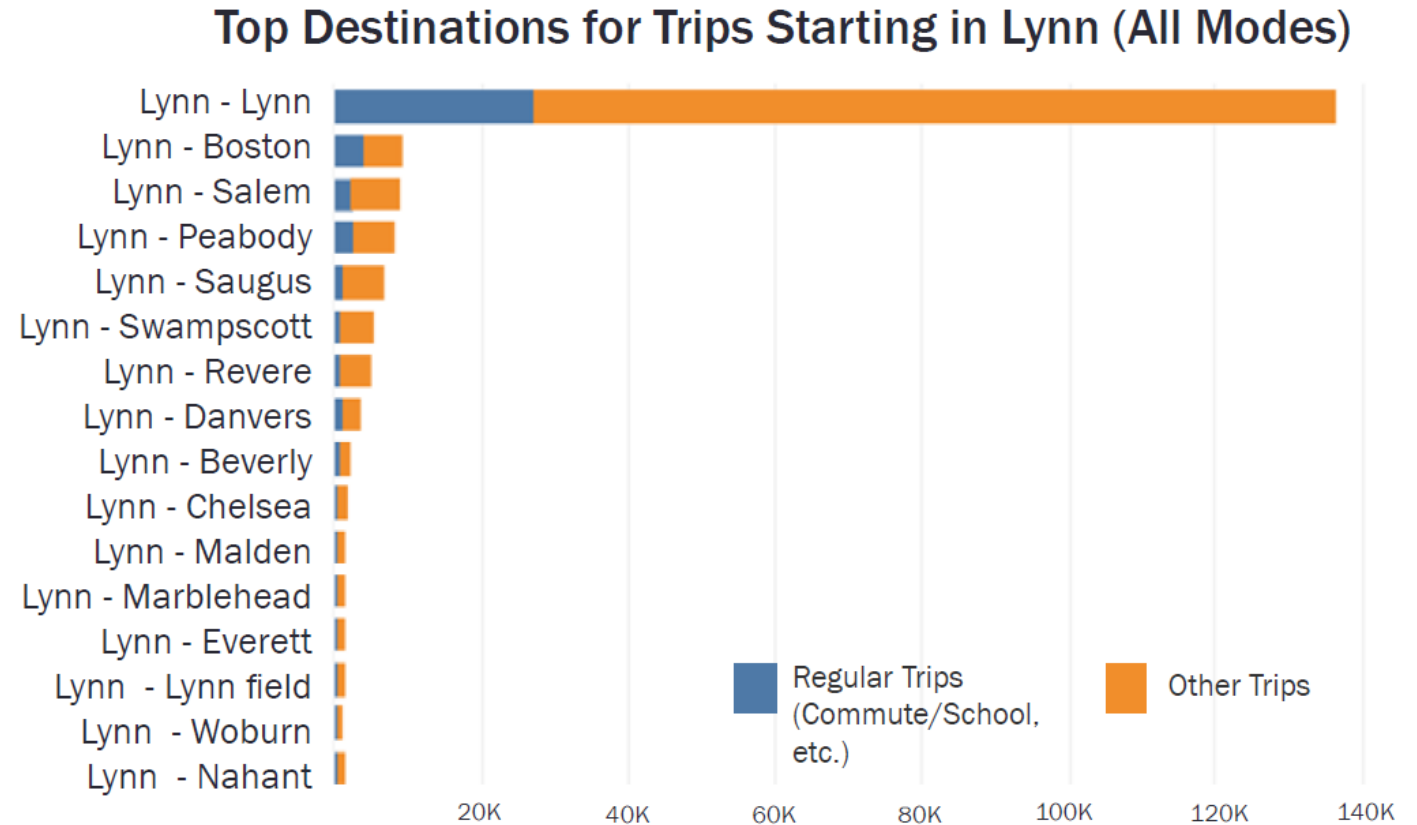
Month	Occupancy Averages								Days in Month with Occupancy of:			
	Total	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	< 50%	50% - 75%	75% - 90%	> 90%
July	44%	47%	46%	48%	46%	43%	38%	39%	29	2	0	0
August	44%	46%	47%	47%	46%	44%	39%	40%	31	0	0	0
September	46%	51%	50%	52%	51%	47%	38%	39%	18	12	0	0
October	49%	51%	52%	54%	53%	48%	40%	42%	13	18	0	0
November	50%	54%	54%	54%	52%	48%	41%	44%	13	17	0	0
December	48%	49%	52%	53%	53%	49%	41%	44%	18	13	0	0
January	52%	53%	54%	55%	54%	52%	51%	44%	10	20	1	0
February	54%	54%	70%	60%	54%	53%	42%	44%	10	18	0	1
March	47%	50%	50%	51%	49%	48%	43%	44%	19	12	0	0
April	50%	52%	53%	55%	52%	50%	42%	43%	11	19	0	0
May	51%	52%	55%	55%	54%	51%	44%	45%	10	21	0	0

Note: Tuesday February 12th there was a street parking ban in Lynn. During this time the garage was free to park in.



# General Travel Patterns in Lynn and the North Shore

- For all trip purposes, trips within Lynn are most common, and are spread evenly across the day.
- **88% of all weekday trips** starting in Lynn end within the North Shore



# Translating Existing Conditions into Improvements

- The majority of trips from Lynn are **local or within the North Shore**, but connections to Boston are important for **job access and economic development**
- Commuter rail garage has capacity for additional vehicles; the service has **potential for higher frequency**, but may **currently lack capacity** to absorb additional riders during the peak period
- Existing bus routes **serve most of the high demand destinations**, but **off-peak bus frequency doesn't serve all potential demand** to access some locations (Peabody, Saugus)
- Some corridors experience **high levels of bus delay**
- Rider-friendly bus amenities are not widespread in Lynn, but recent efforts to **expand access to CharlieCards** addresses some issues

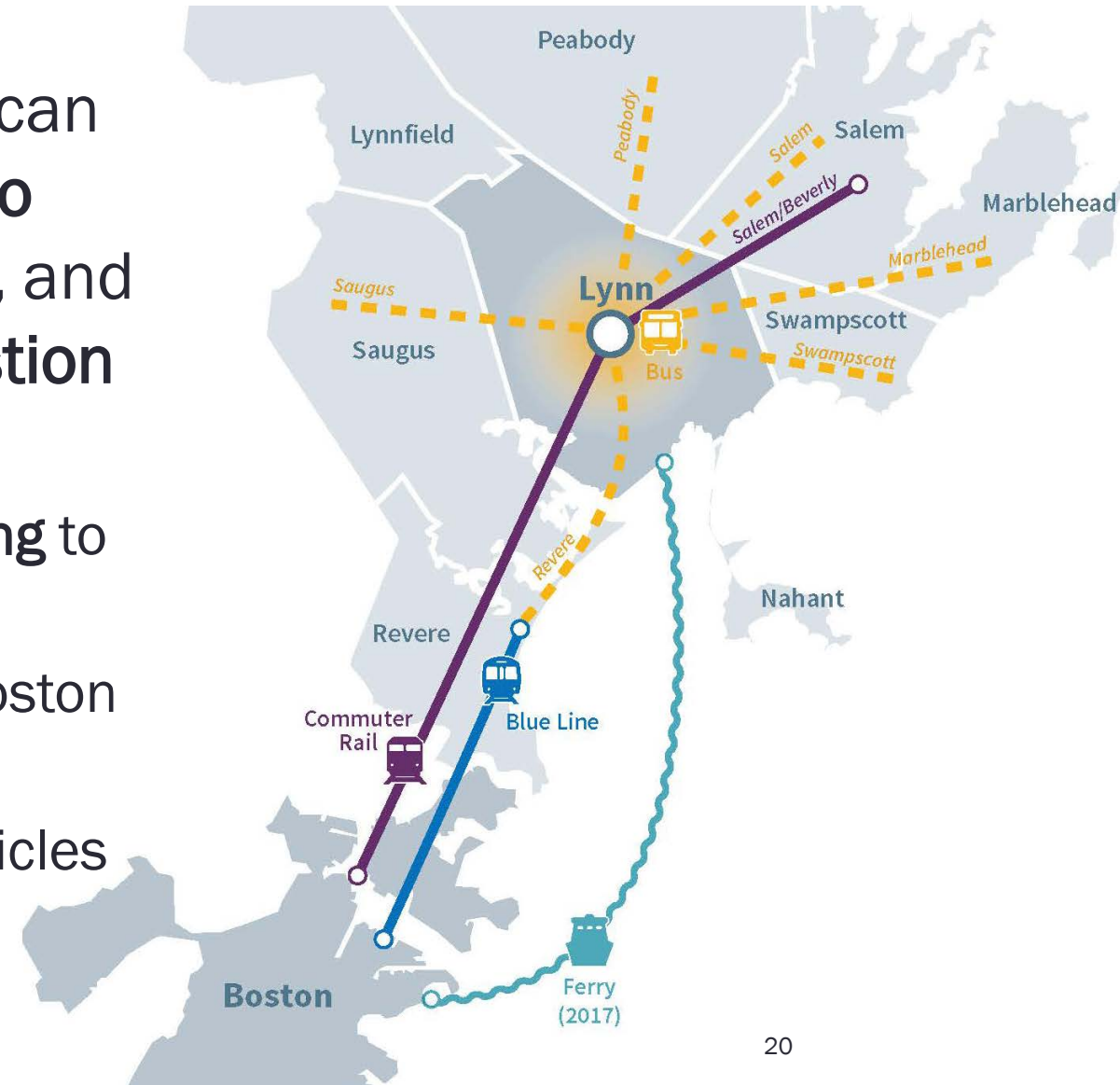


# OVERVIEW OF POTENTIAL TRANSIT IMPROVEMENT STRATEGIES

# Potential for Mobility Improvements in Lynn

A robust public transportation system can further support the **residents of Lynn to prosper, the region's economy to grow, and the Commonwealth to address congestion and climate challenges.**

- Increase **use of transit, walking, and biking** to reduce congestion
- Improve access to **housing and jobs** in Boston and across the North Shore
- Focus on **moving people**, rather than vehicles





# Commuter Rail Transformation and Improvements

- The Fiscal Management and Control Board (FMCB) endorsed a future rail system with **higher frequency, electrification, and improved access** (first/last mile, parking, fares)
- The FMCB identified the **Newburyport/Rockport Line trunk for the initial phase**. The Rail Transformation effort is examining:
  - Increased service frequency
  - Electrification
  - Potential connection at Wonderland Blue Line Station
- MBTA is procuring a design consultant to develop a **rehabilitation program for the station and garage**
- **MBTA Commuter Rail Fare Zone** study due to Legislature March 15
- Blue Line Feasibility Study conducted as a separate effort



# Evaluating the Market for Ferry Service to Boston

- Evaluate market demand for ferry service based on current trip-making
- Determine **service characteristics, access needs, and land use conditions** that could enhance or support a market for ferry
  - Enhancing connection between **Ferry terminal and Commuter Rail station** to create choices
  - Supporting **transit-oriented development**
  - Understanding the **extent of the catchment area** across the North Shore
- Identify how a ferry service could **complement the other transportation options** available (Commuter Rail, bus, etc.)



# Status Update on Ferry Procurement

- In coordination with the City of Lynn, MassDOT has provided support for Lynn ferry procurement in the following capacity:
  - Developed a business plan
  - Conducted a market sounding Request for Information
  - Created technical specs for desired vessel
  - **Released a Request for Proposals for vessel, which closes in February**
- Next steps for Lynn include identifying local operating resources and creating an operating plan and other material required for grant obligation

# Rethinking the Way the Bus Network Works

- The Bus Network Redesign is a complete reassessment of the MBTA's bus network to better reflect the travel needs of the region.
- Using location based data to redesign the bus system
- The Redesign is focused on answering the following key questions:
  - **Travel Demand:** What is the current travel demand in the region?
  - **Competitiveness:** Where is transit competitive? And how do we define “competitiveness?”
  - **Destinations:** What does local and regional travel look like?
- New network implemented beginning in mid-2022
- Planning for first round of public meetings in **March and April 2020.**



# Implementing Bus Lanes as a Short-term Action



Example of center-running bus lanes

- Lynn has high bus ridership all day, and the **busiest corridors experience delay** due to traffic congestion
- Bus lanes are the **quickest way of improving service** for everyday riders and attracting new riders
- **Low capital costs, flexible implementation**
- Improves **travel time and reliability** for bus riders and potentially improves traffic flow for drivers
- Parking impacts are **often absorbed by underused off-street and side-street parking**
- Studies show people **driving make up a smaller share of retail shoppers** than business owners perceive

# Successful Bus Lane Projects in the Region

- Sample of successfully implemented projects across the Boston region
  - Everett placed a peak-hour bus lane on Broadway – **each bus saves 8-10 minutes** during the morning rush hour
  - Boston placed an all-day facility on Brighton Ave – **each bus saves up to 8 minutes** during peak hours





# Bus Lane Implementation Process

- Require approximately 12-feet of dedicated space
  - Typically requires using parking and/or general traffic lane
  - Sometimes requires curb modifications
  - Feasible to create bus + bike lane, depending on speed and bus frequency
- Design and implementation (including funding) is a **cooperative process** between MBTA & roadway owners
- Any project would include **public engagement/ stakeholder outreach**



Bus lane painting in Cambridge

# Proposed Bus Lane for Western Ave/Route 107

- Segment has high ridership and experiences delay due to congestion
  - ~ 8,000 – 9,000 average/weekday
  - Bus riders make up to **40% of corridor users** in the peak
  - Provides connection to Boston and Salem
- All-day bus lane along **1.1 miles of Western Avenue** to save up to **12 minutes** in the peak periods, improving **bus speed and reliability**
- Parking impacts on **Western Avenue** can be **absorbed on side streets**





# Proposed Bus Lane for Common Street

- Segment has high ridership and experiences delay
  - ~5,500 average/ weekday
  - Connection between downtown and Western Avenue
  - 71 bus trips in each direction
- All-day bus lane along **0.75 miles** to save **up to 4 minutes** in the peak periods, integrating with the **Northern Strand**



# Proposed Bus Lane for Lynnway

- Provides critical connection between **Central Square and Wonderland**, every 8 to 10 minutes during the peak periods
  - ~ 7,600 average / weekday
  - Traffic congestion can add 5 minutes in Lynn and up to 20 minutes on the whole corridor
- A bus lane would improve speed, reliability, and the pedestrian experience on this corridor – opportunity to **enhance transit option** ahead of development



# Next Steps

- Share your input with us at this meeting!
- February – June
  - Continuing to gather input on potential improvement strategies
  - Finalizing strategies and recommendations in the Draft Plan



# Thank You!

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